sanding material, chemicals, plowed snow, or other runoff from the roadway. Sensitive natural areas are wetlands, riparian areas, wildlife habitat, restored ecological sites, stream crossings, cultural sites, or other designated areas. Design features may include, but are not limited to: berms, catch basins, gravel filters, sediment ponds, vegetation buffers, headwalls, intercept ditches, barriers, slope grading, filtering systems, and swales.

- There will be and no spraying in or near wetlands, stream crossings, restored ecological sites, wildlife crossing structures, or other sensitive natural or cultural areas.
- Design the road, shoulders, and surrounding landscape in such a way as to minimize the migration of gravel, sand, chemicals, and other materials typically applied for winter driving conditions in or near wetlands, stream crossings, wildlife habitat areas, restored ecological sites, wildlife crossing structures, or other sensitive natural or cultural areas.

Vegetation

This section of the guidelines is intended to address issues related to vegetation. It covers the protection of existing vegetation, revegetation of disturbed vegetation, slope construction and preparation, planting design, and a list of recommended plant material.

Protection of Existing Vegetation

The objective of vegetation protection is to preserve the scenic and environmental values of the road corridor.

- Provide CSKT with an opportunity to identify and/or collect plants located within the construction limits prior to initiating construction.
- Do not clear or grub vegetation beyond the staked construction limits of the roadway.
- Preserve large trees wherever possible. All conifers 50 years and older (i.e. 18" d.b.h. or larger) are candidates for preservation. Each tree that meets this criterion will be evaluated individually.
- Preserve shrubs and trees at or near stream crossings, wildlife crossing structures, and at jump-outs in areas of continuous fencing. Refer to the US 93 Wildlife Crossings Workbook for recommendations on specific types, locations, and details of individual wildlife crossings.
- Premark vegetation that needs to be protected prior to any construction activity. Show the vegetation to be protected on plans, flag the vegetation on site, and verify that the vegetation has been protected as specified. Use continuous construction fencing to cordon off areas to be protected.
- Protect native seedling and sampling trees.
- Use barricades, barriers and fencing to protect existing vegetation during the construction process.
- Areas of special concern for protection of existing vegetation include:
    - Frog Creek to East Fork Finley Creek
    - Jocko River Fish and Wildlife Crossing

  - Jocko Spring Creek to Copper Creek
  - Mission Creek Crossing
  - Post Creek Drainage #3 Fish and Wildlife Crossing
  - Post Creek Drainage #4 Fish and Wildlife Crossing
  - Post Creek Fish and Wildlife Crossing
  - Ninepipe Wetlands Complex
  - Crow Creek Fish and Wildlife Crossing
  - Dunes between Ronan and Pablo
- Incorporate these protective measures into MDT's construction contract, plans, and specifications when possible in the form of a vegetation protection/preservation plan.

Revegetation of Disturbed Areas

The objective of revegetation is to stabilize disturbed soils to prevent erosion and sedimentation and to reestablish indigenous vegetation for habitat and scenic value.

- Develop detailed revegetation plans for areas of special concern, including stream crossings; wetland crossings; wildlife crossings and jump-outs where continuous fencing is required. Refer to the US 93 Wildlife Crossings Workbook for recommendations on specific types, locations, and details of individual wildlife crossings.
- Use only indigenous plant materials for revegetation of disturbed areas. Species considered indigenous for purposes of the project are identified in the following plant list.
- Develop a seed mix composed of indigenous pioneer species. Use this mix for erosion control on large open slopes and in disturbed areas along the roadway to prevent the establishment of noxious and invasive species.
- Make special effort to salvage and reuse topsoil, plant materials, duff and litter taken from areas within the construction limits.
- Use a mix of successional stage species to leave the disturbed area looking much like the adjacent natural environment.
- Preserve the genetic purity of the local biotic community. This means using only plants descended from those in the vicinity for revegetation projects, whenever possible.
- From Frog Creek to East Fork Finley Creek – Salvage and replace dead and downed logs, duff, and litter on the site. These materials will give the rehabilitated site a more natural appearance, encourage use of wildlife crossings, and accelerate the reestablishment of native forest edge species.

MDT may use federal funds for environmental restoration and pollution abatement projects to address water pollution or environmental degradation caused or contributed to by transportation facilities at the time of reconstruction. With such funding, MDT shall repair and restore historic impacts that remain from abandoned US 93 facilities in the corridor.

Slope Construction & Preparation